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THIS IS UNEVALUATED INFORMATION

On 29 April 1972, the assembly chief, Hans-Joachim Borkmann, reported to the DELPHIN-type vessels and, in addition, the manager of the assembly section of the Yachtwerft had reported to the manager of the DELPHIN-type vessels. After the first batch of six vessels had been delivered, the factory manager Schlecht (and) of Yachtwerft Kopenhagen reported that the assembly detail of the Yachtwerft working in Wulst had to carry out the following work on the six DELPHIN boats by 5 May 31. The tasks were: to be given a second coat of paint; the gun-mount rings to be fitted on again; carbine lockers to be fitted in; broadcast equipment and two 24-volt rectifier sets to be installed.

was laid down for the next batch of six DELPHINS: Acceptance runs of boats for 12 May 1954, [] on 19 May, and boats on 27 May 1954. The definite delivery of the DELPHINS to the Sea Police was to take place 10 days after the date of acceptance runs.

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3. The first two TUEMLER-type boats were expected in Walfast on 17 May 1954, and other groups of 2 boats were to follow at weekly intervals. All TUEMLER-type and DELPHIN-type vessels were scheduled to be handed over to the Sea Police by 31 July 1954.

4. Vessels in the Peenswerft at Wolgast on 30 April 1954 included: HABICHT-type boat [] for repair of her gun-mount rings; minesweepers [] the latter ship being scheduled to be scrapped; DELPHIN-type vessels [] and boats [] and Schwalbe-type boats [] The acceptance runs had been carried out and only residual work was done. Also in the shipyard were KG-boat for repair of engine damage; Baltic Sea border-police vessel G 202 with gear []

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trouble and six drifters of the Rostock Fishery Combine for conversion into training vessels for crews of the fishing fleet. A HABICHT-type vessel, which was under construction in the Stralsund Volkswerft (people's shipyard), was seen apart to be lengthened by one section. The outer skin of the two new HABICHT-III type vessels were almost completed. The two boats lay on the shore in front of the new workshop hall. They were scheduled to be launched on one of the following days. The new graving dock, which was scheduled to be complete on 13 May 1954, was to be used for this purpose.

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5. On 27 April 1954 the following vessels were in Peenemuende harbor:

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Ka-boats
Schwalbe-boats
dry-cargo lighter supply ship and tanker Dry-cargo lighters
were berthed at the Sea Police central supply depot in Wolgast on 28 April 1954.

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6. Kapitaneleutnant Thomas (fnu), who originally was to take over command of the first six DELPHINS, had been made division-commander of the KS-Flotilla in Peenemuende. Kapitaneleutnant Schneider (fnu), who first had been appointed in command of the HABICHT-flotilla, was made commander of the entire Flotilla of 12 DELPHIN-boats, and Kapitaneleutnant Pilling (fnu) was expected to be made leader of a group of DELPHINS under the command of Kapitaneleutnant Schneider.

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